NORCAL NEWS
FEBRUARY 2011

NEXT MEETING

Moro Bay State Park • Group Site GCHO • February 26, 2011 • 4:00pm

The ride to Sunset Beach left Alice's restaurant at 9:30 on Saturday 1/29/2011. We had a large turnout at the restaurant and ten bikes for the group ride. Several others did their own ride. We rode down 84 to Stage Road and out to Pescadero. We then rode to the coast and along highway1 where we stopped for a break and some gas. At this pit stop we lost three riders. Rick Klaine had been taking pictures and couldn't do the entire ride. At the start of the ride Rick was sharing with me some information on photography and video. After a few minutes of conversation I realized I didn't understand a word of what he was saying but if I was ever to buy a small video camera he is the guy I wanted to talk to. It was sad to see him leave the group but he took lots of pictures that I hope we will all see soon. We lost two more when Paul realized his rear tire was worn down to the threads. It reminded me of a zebra. There were so many thread bare patches, all on the left side of the tire. Paul and his friend Jim made a run for Santa Cruz BMW to get some new tires installed so we were down to seven. The group worked its way up Bonney Dune, to Pine Flat, along Empire Grade and down Jamison Creek to Big Basin Highway and into Boulder Creek where we had lunch at the Rainbow Cafe that is famous for the large redwood that grows out of the building. Leaving Boulder Creek we lost one more, George didn't fill up at the gas stop and had to turn around for fuel. We eventually caught up with George and Paul at Sunset Beach. The group headed up highway 9 to Skyline Blvd and down Skyline. I was determined to avoid driving through Santa Cruz so took Summit down to Highland Way. I'm sure there was some asphalt under all the patches and I knew I was going to take grief about the GS ride I took people on, but I was happy I found a way around Santa Cruz. We dropped down into Watsonville and made our way to Sunset Beach where a large group was waiting for us. We again were asked to pay a per-vehicle fee of $10, so get used to it. The State is broke and the parks are in trouble. The club has committed to paying these fees for people who want to be reimbursed. Due to the additional costs associated with reimbursing members for vehicle fees the budget needed to be revisited. So far the club expenses are on track for the fiscal year so that it can absorb this additional camping expense without the board having to go to the membership for a revised budget approval.

The budget discussion carried over into the board meeting and we could not come to agreement about how we communicate with each other and the membership. This has lead to my resignation as the ride leader. The club is now looking for a new ride leader. Please let Z know if you are interested in filling this slot. There will be an orderly transition until a replacement can be found and I will continue to lead planned rides until a new Tour Captain volunteers.

The Moro Bay ride will be leaving from Denny's at 8425 San Ysidro, Gilroy on February 26th at 9:00am. Weather permitting there we will do Carmel Valley Road down to Hunter Ligget and out the the coast where we will take HW1 down the coast.. Show up with a full tank of gas, check your tires and oil, and remember to gas up when the group gases up. Ride a safe ride and always ride within your limits. For this ride you also need to bring your license, registration, and proof of insurance. Hunter Ligget is a military base and these items are required to enter the base.

—Tour Captain, David Halliwell

Though some precipitation was encountered during last month's campout, many braved the elements. Photo: George Tsaconas

BMW CLUB OF
NORTHERN CALIFORNIA
a touring and camping club
bmwnorcal.org

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Charter No. 210, BMW Riders' Association

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2010 RANGE OF LIGHT
Richard Burton, Z Ortiz

**Board Member*

articles, photos, events, etc.
for the newsletter are due on the
first day of each month.

PRESIDENTIAL RAMBLINGS

by Z Ortiz

The January meeting at Sunset Beach was a mixture of weather conditions and challenging roads. Tour Captain, David Halliwell led the hardy riders through an interesting route that was sprinkled with something he called 15-miles of bad road. The attrition rate of the tour group reached about 40%.

It started to drizzle before the meeting so we started a couple of minutes early. Pat Booth generously assisted in taking the minutes for the absent Wendy Kesseler who was at home battling pneumonia. The members huddled under some cover provided over the picnic table and were in good spirits in spite of the weather. Neil Talbert delivered firewood to the campsite earlier in the day and the members enjoyed it after dinner. Thanks, Neil!

I have a penchant for club history. That doesn't mean that I live in the past but I do like to honor it. To that end I want to acknowledge and thank Sam Lepore for undertaking the task of scanning almost 10-years (6-89 to 11-99) of newsletters so we can add them to the archives. Thanks, Sam! This also brings to light another member, Wayne Opp. Wayne tirelessly maintains the webpage with the latest changes to the events calendar as well as the challenges of on line registration for our events and, the latest addition to the webpage; videos. Thanks, Wayne!

Last but not least, I am happy to report that Vice President, Peter Oxenbol, is now at home resting after hip surgery. Please join me in wishing him a speedy recovery.

"I've never been lost but there are times when I've been a might bewildered" -D. Boone

Club members Z Ortiz, Cliff Dunn and Suresh Chandrasekaran enjoy the campfire at Sunset Beach in January.

THE CONTINENTAL DIVIDE TRAIL - OR THE "BOTTOMS UP TOUR"

by Russ Drake

If you've followed my last adventure on the TransAmerican Trail, you will remember that most of the riders on that tour were from Alaska. During the winter months the only thing that they can do is plan for the next year's big motorcycle adventure. This past August it was to be traversing the Continental Divide Trail from the Mexican border up to the Canadian border. I was again lucky to be invited along on this year's adventure. The unanimous leader of this group is Bob (AK- KTM690), and the others are: Guy (AK- Suzuki650), John (AK- Kawasaki650), Roger (CA- KTM690), and I am riding my wife Hilary's BMW800GS. Steve was the Jeep driver (TX), and Jeep co-pilot Ken (MN), who kept us stocked with water, snacks and moral support.

The CD trail started out as a mountain bike route that was mapped out by a group called the Adventure Cycling Association, and first run in 1996. The trail consists of about 2600 miles of the most beautiful parts of the American Rocky Mountains. Most of the trail consists of gravel and dirt roads, two-track, abandoned railroad grades, some single track and some asphalt leading into and out of the few towns that dot the trail. Most everyone rides the trail from North to South but, due to logistics with the Alaskan bunch and their bikes, we decided to run in the opposite direction. We called it the "Bottoms Up Tour".

The Plan: With dozens of emails and phone calls, we all arranged to meet August 12, 2010, in Patagonia, AZ, about 20 miles NE of Nogales, AZ, where Guy's father has a second home. Guy and Bob had flown in from AK the day before and were ready to go, having scouted the trail down to the Mexican border (start/end of the trail is officially at the border in Douglas, AZ).

Roger's wife drove Roger, John and me down with four bikes (two in the truck and two in a small U-haul trailer. The U-haul would be dropped off and she would head off to visit family.

The next morning (Friday the 13th) was busy with packing, doing last minute adjustments and wrenching. Then the neighbors came out and had to take many photos with their cameras and each one of ours.

It was decided at this time that we would not go south to the border and have to retrace our trail back up those 20 miles just to say we started at the border. Besides we didn't really want to mix it up with the Border Patrol or the unsavory characters we might run into close to the border. We later on came across several Border Patrol checkpoints on the dirt and asphalt roads that we traversed through Tombstone and Amimas. At this point we picked up the "official CD trail". The weather was perfect and the area around southern Arizona and New Mexico was very green and all in bloom with wildflowers from the tremendous amounts of rain that had just passed through the previous weeks. Our evening stop would be Silver City, NM. Pulling into the motel parking lot we met up with Steve and Ken who had shot straight over from Ft. Worth, TX.

The following itinerary consists of mostly my email notes sent to family and friends along the route whenever we could get WI FI. Highlighted towns are overnight stops.

We left **Silver City, NM** this morning at 0730, went through town and hit the dirt right away. It is very green down here in South NM, as they have had a lot of rain this year. Rain is good as long as it happens yesterday or before. It keeps the dust down, any more and we would have been riding on greasy, slick clay. GPS is great, seems to know the way even though we doubt it sometimes. Temps have been between 70 and 85 degrees, and no rain- not too bad. This morning we hit a very nasty spot on a road. The flash floods had run down this dirt road and washed up tons of rocks. At one point I was wishing for a lighter bike (my KTM) or a trials bike.

"BOTTOMS UP TOUR" *Continued*

This afternoon we were on some really nice dirt/gravel roads and we could maintain 60 to 70 mph, slowing only for the cattle or to open/close gates. Stopped for a bit in Pie Town, but it was early and it didn't look like anything was open. They are supposed to have the best homemade pies around.
We arrived in **Grants, NM** today at about 1600 to a nice Best Western after 249 miles of dirt. The BMW has a digital gas gauge that counts down the number of miles left in the tank. Today the counter went to -2 miles before we found a station on Hwy. 40, cutting it close. As it turned out the bike only took 4.0 gallons giving me 56 mpg, not too shabby for dirt riding! Just in case the jeep carries 5 gallons of gas. Not sure how many times we crossed the Divide today, no signs out there in no man's (or woman's) land.

No cell service tonight. We are in **Abiquiu, NM**..... don't ask me how to pronounce it. We stopped at the only motel in town, not knowing that this would be the most expensive of the ride. This is a resort town: rafting, hiking, boating and climbing.

I hate rocks and sand, it seems like we did a 209 mile endurance test today. 85 degrees picking our way through the sand washes. The 800 seems very front heavy in the deep sand and I hesitate to open the throttle a bit to try and plane the front wheel, knowing that if I bite it I will go down hard. Stopped in Cuba, NM for gas, then we climbed up to 9,300 ft. where the temperature changed to 55 degrees and rain. Just light rain at first then later on in the day, in a national forest, climbing again up to 9,800 ft. it rained again, this time heavily. John found himself upside down in a muddy ditch. No harm just a few bruises. The rain made the soil really slippery; ya had to watch where the front wheel was going.
(**Del Norte, CO**, 201 miles today) Sitting at our motel, John found time to change a front flat tire that had been losing air during the day. Then after pinching the tube, we got to watch the procedure all over again. We must have gone through several beers by then.

Sitting at the local diner, reading the back of the menu, we learned about the history of Del Norte. Named for the Rio Del Norte, the town has less than 2000 people and is at 7900 ft. It was an old Spanish settlement which grew quite large during the mining days of 1870.

Just after leaving Highway 50 at Sargents, CO going northeast, we picked up an old, narrow gauge, dirt railroad grade and it seems that they removed the rails and ties but forgot to pick up the spikes. I believe that my front wheel rolled over a 4 inch spike and set it up just right and bam..... right into the center of my rear tire. We stopped and pulled out our tools, and naturally all the cameras, to take embarrassing pictures of the guy working on his bike! With a spare tube and a makeshift patch on the inside of the tire, everything went back together and we were back on the trail. I might add that everyone standing around had to provide their own ideas on how to fix the tire, only natural.

The hole was too big to just put a new tube in so I cleaned off the inside of the tire, added a rubber patch and stuck it down with duct tape. 2000 miles later the patch was still working. 276 fast miles on great Colorado back roads, a long day.

We spent the night in **Silverthorne, CO** after riding through Breckenridge, CO and meeting with a horrendous traffic jam. Breckenridge is a very rich ski town and we rode through with our dirty bikes and bodies, standing up on the pegs and making lots of noise. We got quite a few stares from the well dressed people as they walked down the sidewalks and looked down their noses at us.

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We need three rooms for our bunch of seven so sometimes in small towns it is hard to get a rollaway bed in a room without rearranging the furniture. I am in the three man room so we rotate with the rollaway. Our motel for this night had a bonus—three real beds!

The next night found us in **Rawlins, WY**, after 265 miles of mostly dirt with about 50 miles of pavement. Colorado is beautiful, the dirt roads are better than the pavement in California. :-) The scenery is spectacular going in and out of Steamboat Springs, CO. We have traveled from about 8,000 ft up to over 11,000 ft (highest point 11, 976) in the last two days. Temperatures have ranged from 44 degrees to 85, but mostly in the 70's. We have encountered rain two of the last three days, not much, but the thunderstorms came up in the afternoon and the temp dropped about 20 degrees in 5 minutes as we headed into the black mass. We stopped to put on our rain gear and off we went. It takes me about 15 minutes to put my rain pants on (over my dirt boots) but then, as we came over the mountain, it was dry the rest of the day. It was the last time I put on the rain pants-- too much trouble!

(**Pinedale, WY**) The terrain coming from Rawlins is pretty dull, with flat, fast, mostly straight, dirt roads with sandy/rocky soil or gravel. We saw lots of antelope and one moose.

Everyday about 1 or 2 in the afternoon we would stop and look at the map to see just where we might end up for the night. We usually never make reservations, we just pull into town and look for anything available, but today we knew from other riders that Pinedale, a very small town in central WY, has very few motels and they fill up fast with oil company employees. All the bikes are healthy and so are the riders, physically anyway, mentally..... well there is always problems with this group. :-) Tomorrow we head up to the Tetons' and Yellowstone Park. We have seen some beautiful country, way back on these small single lane dirt roads.

Temperatures have been great for riding, but the next morning started at 41 degrees. Most of us broke out our electric coats/vests and I turned on my heated grips, which made the morning a little more comfortable. We went through the Teton National Park eastern gate, at Moran Junction, WY, lot's of tourist traffic, beautiful mountains but not much snow on the tops. A flashing sign

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"BOTTOMS UP TOUR" *Continued*

said "watch for animals on the road", but the only animal we saw was a grey fox about 100 feet from the ranger toll booth. Bummer. We took a 50 mile long dirt/gravel road over from the Teton Park into Idaho. The rough dirt road just skirts the southern border of Yellowstone Park. The ride today was half dirt and half pavement. My rear knobby tire is worn down to about 1/8 inch at the center: I hope it lasts another 750 miles. The middle picture is of a nice rest spot in MT. Shortly after this stop Bob says "Russ you take the lead for a change". I took off on fast dirt roads, trying to outdistance Bob and his 690, and soon I was all by myself. 30 miles later I slowed into a little small town and waited at the intersection. No Bob. I waited for about 20 minutes and I was starting to get antsy. I go back about 5 miles and on top of a rise I try tried to see if someone had broken down. There was no one in sight and I consulted the GPS to double check that I was in fact on the correct route. Yes I was on the route but still no one showed. I went back to the intersection and figured that I should stay in one spot. About 30 minutes later the gang shows up, John's electrical system had fried and time was spent in repairs.

Above: Nice rest spot in Montana
Below: Polaris Montana during happy hour, listening to Roger's (lies) tall tales.

Polaris, MT..... find that on a map. The motel (Grasshopper Lodge) is a ski lodge nestled in a valley looking up at the mountains in the Beaverhead National Forest. It had a great room and a restaurant/bar that served 20 oz. prime ribs of beef. I ate the whole thing. During these rides we usually have a light breakfast in the morning and no real lunch except for snacks from the Jeep, so a big dinner is a must.

Lincoln, MT, a little town that consists of two motels (small), a bar and a diner next door. Todays ride was about 240 miles mostly on the dirt/gravel roads. The roads were very dusty and we all had brown faces when we pulled in to the motel. When you travel on a dirt road out in the open, most of the time there will be some wind to clear the air, but on the roads that are bordered with a thick stand of trees, the dust stays in the air for a long time. It is hard to space out the riders far enough that the following riders do not eat dust.

The next morning was an electric coat day, 44 degrees as we left the motel. It must have rained overnight because, when we left the pavement, there was no dust, and mud puddles were scattered around. We wound our way up into the mountains into a very scenic pine forest. We met a couple of riders that were just starting out on the trail who asked us many questions about the trip, what they were getting into, gas stops, etc.

Later down the trail, Bob, one of the Alaskan riders had a partly eaten rabbit dumped on him from some kind of bird while we were in the pine trees. Bob must have scared the bird, I know that it scared Bob!

The day warmed up and we flew on some high speed fire roads across mountains and into green valleys, arriving in **Whitefish, Montana** about 1530 with 200 miles on the clock.

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"BOTTOMS UP TOUR" *Continued*

All the bikes have made it this far without too many problems, Hilary's bike is in need of a wash job, a new chain and sprockets (a warranty issue), it is making a clicking noise (later to find out that the right rear wheel bearing was failing). The rear tire is toast, pretty smooth knobby.

With motels expensive and with few rooms available, we settled on a Best Western for 3 times the normal cost. We found out that there is a centennial going on here in Glacier National Park, 100 years as a national park.

At Whitefish we were less than 100 miles from the Canadian border, by trail. We decided to try and arrive at the Canadian border at Roosville, British Columbia before noon, to take our last picture of the ride. The morning was freezing cold and everyone put all their gear on, including electrics. As the bike temperature gauge read 33 degrees, and flashing a freeze warning, we started up the dirt road out of town. Close to noon, we came out of the mountains into Eureka, MT

Above: Sign above Russ' head says "Leaving Montana"

At the Canadian border we took the required pictures at the sign that said we were crossing into Canada. We didn't actually cross since the line to get back in was 20 cars deep and half of us did not have our passports.

Our Jeep crew, Steve and Ken would go east to take Ken home in St. Paul, MN and Steve will drive due south to Texas. Us bikers unloaded our extra gear bags from the Jeep and took off for Spokane, via the pavement alongside Lake Pend Oreille, a very large and beautiful manmade lake and passed through Sandpoint, ID. Our timing was off and we rolled into Spokane, WA right at rush hour. It was very hot with all our gear on and there was bumper to bumper traffic. Our journey ends at the Spokane Airport Best Western.

After 2900 miles, my rear tire made it all the whole way with a little bit of knob left and a chain that still makes a lot of noise as it revolves around the hooked sprockets. No major injuries and no major bike problems. The BMW worked like a charm, starting every morning even when it was 33 degrees in Montana and 99 degrees in New Mexico, plus taking on many elevations at almost 12,000 feet, without a whimper. We picked up the Penske rental truck the next morning and headed for the Home Depot just down the street, where we purchased supplies to block the bikes. It was a big truck, 26,000 lbs. gross with more than enough room for all the bikes.

Bob and I, in the truck, headed south as the other three picked up flights out of Spokane for their homes. Guy being a 747 pilot for UPS picked up a hop up to Alaska and was home before we got out of WA. Bob and I spent the night in southern Oregon and finished the drive down to Madera, CA the next day. We unloaded the bikes at Roger's place and turned in the truck. I made it home at 2100 Thursday the 26th.

Great ride, I was lucky to link up with these expert riders and trip planners. The rest of my pictures are at the following website: http://continentaldivide-trail2010.shutterfly.com/ Click on the first picture and then hit "slideshow". I am a great fan of lists. I put together lists for my gear when going on different types of rides, in various terrains, with different bikes. On the following page is a list I created for the above trip. We took advantage of the Jeep and

"BOTTOMS UP TOUR" *Continued*

a lot of the non-essential gear, shown as packed in the Ortlieb saddlebags, was stored in a small soft bag. I kept all the tools, tire tube, rain gear, and a set of clean clothes, soap and tennis shoes with me in case we lost the Jeep or we got into the motel before them.

Anyone wishing to ride this trail may contact me for additional information or I will refer you to someone more knowledgeable. Also the book "Cycling the Great Divide" by Michael McCoy is a great source of information. The book can be purchased at Whitehorse Press-- Google it. My email address and phone number is in the member's directory.

Continental Divide Trail Packing List 2010
BMW F800 GS

TOOLS, SPARES & GEAR
(Carry in Ortlieb Saddle Bags)

Tire patch glue
Tire patch kit
12V air pump
Tire changing tools
Spare 17" tube
Screwdriver w/straight & Phillips blades
Screwdriver, small blade
Open/box wrenches- 8, 10, 11, 12, 13, 17, 24mm
3/8" socket drive
Adjustable wrench, small
Pliers
Torx socket adaptors- T-25, 30, 40, 45, 50, 55
Hex wrenches- 4, 6 mm
Chain lube
Safety wire
Duct tape
Tow strap, nylon, 20'
Zip ties
Fuel transfer hose- 5'
Shaving kit (soap, razor, toothbrush, etc)
Flashlight, penlight
Spare bike key
Toilet paper
Clothes washing soap
Hose clamp, small
Swiss Army knife
Roc straps
Garmin 60CSx GPS w/ Ram mount
Watch
SOG unit, (like a leatherman)

CLOTHING (wearing)

Dirt helmet w/goggles
Kilimanjaro riding coat
Heated coat w/thermostat, Gerbings
Dirt riding pants
Knee protectors
Riding jersey
Kidney belt
Malcolm Smith dirt boots
Riding dirt gloves & Winter gloves
1 Poly t-shirt
1 pr Poly briefs
1 pr. Poly boot socks
Camelbac water system

CLOTHING (spare in saddlebags)

Rain pants & top
1 pr. Lightweight Long pants/shorts
2 pr Poly t-shirts
2 Printed cotton T-shirts
2 pr Poly briefs
3 pr Poly boot socks
2 pr cotton socks
Foldable hat
Tennis shoes
Bathing suit
Balaclava

TANK BAG (Wolfman)

Rain cover w/bungie
Tire gage
Cell phone w/charger
Chapstick
Digital camera, small, w/charger, Panasonic
Powerbars
Pen
Goggle cleaning kit- rag & solution
Reading glasses
Sunglasses

Upcoming 2010-11 Anniversaries

MARCH
Mike Crawford 20 years
David Gluss 25 years
John Parodi 10 years

APRIL
Alan Hom 25 years

MAY
Don Allison 20 years
Lee Blake 5 years
Marc Graessle 10 years
Michael Peck 5 years
Michel Stanbury 10 years
Noel Stevens 15 years
Joachim Groeger 25 years
John Laroche 35 years
Jim Luke 20 years
Jim Palmer 10 years
Roger Malone 5 years
Bob Peterson 20 years
Robert Ervin 5 years
Steve Miles 20 years
Ralph Carter
Lianne Birkhold 10 years
Rick Webb 10 years
Jay White 5 years

JUNE
Jerome Kelly 25 years
Brad Roberts 5 years

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SAFETY AND TECHNOLOGY REPORT

by Lee Blake

I recently had the opportunity to become more knowledgeable about my 2006 R1200RT, by solving a problem….

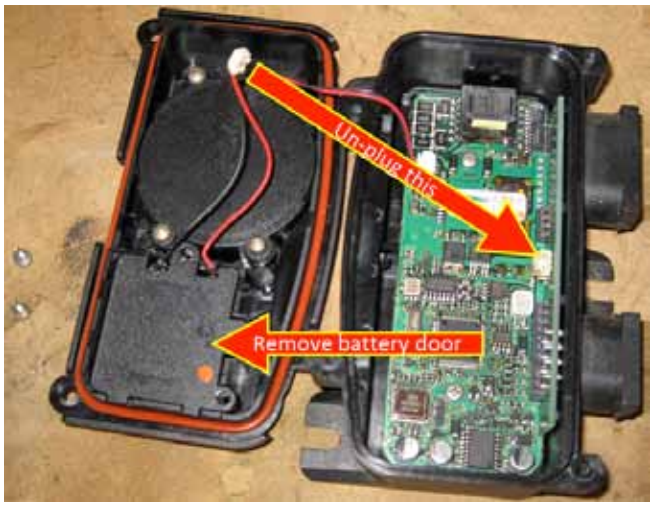
About two weeks ago the display started to present a warning when going through the startup routine. It showed the letters "DWA" and a symbol that looks like a half full battery. The warning disappeared after a few seconds and the bike ran fine. Last week the message changed to DWA and a symbol that looks like an empty battery, and the yellow warning triangle was illuminated. Again, the warning disappeared after a few seconds and the bike ran fine.

After checking in at the dealer and looking at the index of the user manual, I was no wiser as to the meaning of the warning. So, going thru the user manual descriptions of all the warning signals I found the sections on the "Anti-theft alarm battery weak" and "Anti-theft alarm battery drained" (pg. 29 in my manual). As you may have surmised by now, the warning relates to the status of the auxiliary battery in the anti-theft system. A quick scan of the internet revealed that DWA stands for "Diebstahl Warnanlage" (alarm system).

OK, so now what? It's actually an easy and inexpensive fix. The alarm system is a self-contained unit that connects with one plug and is common to all newer models. On the R1200RT it is located under the rear deck and can be accessed by removing the rear seat. On R1200GS models it is under the rear platform.

To replace the internal batteries, the unit must be removed from the motorcycle. This is also uncharacteristically easy. Just disconnect the battery ground lead (always), unplug the connection to the wiring harness and loosen the screw in the front mounting tab.

The unit can be slid forward and removed without loosening the two rear screws at the back of the unit.



Remove the screws holding the two halves together to open the unit, and then unplug the power leads and remove the two screws holding the battery door in place. Replace the two CR123A 3V Lithium batteries with fresh ones, re-plug the power leads and reassemble the unit.

To re-install on the bike, slide the unit under the two rear screws, install the front screw and plug the wiring harness in.

After reconnecting the ground lead of the battery, you should turn the ignition on (but not start the bike) and open the throttle all the way a couple times to set the computer. Then turn the ignition off before starting the bike.

It took almost 5 years for the batteries on my R1200RT to discharge, so this isn't an annual chore. However, if you have a BMW alarm system it will happen sooner or later. Now we know what to do when it does.

2011 ‘49er Rally • Mariposa County Fairgrounds, Mariposa, CA • May 26-30, 2011

Pre-registration Form

Please print clearly • Use a separate form for each motorcycle • You may duplicate this form

	Rider	Passenger
Name:	_____	_____
	Age: _____ □ **Male** □ **Female**	**Age:** _____ □ **Male** □ **Female**
Address:	_____	_____
City/State/Zip:	_____	_____
Telephone:	_____	_____
E-mail*:	_____	_____
Club Affiliation:	_____	_____
Cycle Make:	_____	**Model:** _____ **Year:**_____

BMW Rider: You may sponsor two non-BMW Riders. Use a separate form for each.

Name(s) of rider(s) you are sponsoring: _____

Non-BMW Rider: A BMW Rider must sponsor you.

Name of your sponsor: _____

Fees, this motorcycle:

Adult, pre-registration (NO meals; $49 at the gate)	**$40 x ____**	**= $ _____**
Child (under 12), pre-registration ($20 at the gate)	**$15 x ____**	**= $ _____**
Saturday BBQ Dinner (Pre-registration ONLY!)	**$16 x ____**	**= $ _____**
Saturday *Vegetarian* Dinner (Pre-registration ONLY!) ⟶	**$16 x ____**	**= $ _____**
□ **Renew Membership (current Members)**	**$30 x ____**	**= $ _____**
□ **NEW Membership (One time initiation fee $10.00)**	**$40 x ____**	**= $ _____**
	Total due	**= $ _____**

RELEASE OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT:

In consideration of your acceptance of my application for entry in the BMW Club of Northern California ‘49er Rally, I the undersigned, for myself, my heirs, executors, administrators and assigns, waive and release any and all rights and claims for damages, for death, personal injury or loss of property I may have, or which may accrue to me as a result of my participation in the BMW Club of Northern California ‘49er Rally. I the undersigned, discharge and release the promoters, including the BMW Club of Northern California, its Members, Officers, ‘49er Rally Committee, and event officials, the sponsors, the Mariposa Fairgrounds, the City of Mariposa, the County of Mariposa, the State of California and their respective agents, boards, commissions, and any other involved municipalities, and employees, members and/or representatives of all the foregoing, from all liability arising out of or connected in any way with my participation in this event. I acknowledge that the riding of motorcycles is a dangerous activity. My participation is voluntary and is at my own risk. I attest that I am physically fit and sufficiently trained for participation in this event and the completion of this event. I understand and agree that medical or other services rendered to me by or at the insistence of any of the above parties is not an admission of liability to provide or to continue to provide any such services and is not a waiver by any of said parties of any right hereunder. I attest that the motorcycle and equipment I will use in the BMW Club of Northern California ‘49er Rally is in good mechanical condition. I understand and agree that wearing a helmet, gloves and riding apparel made from abrasion resistant material such as leather can prevent serious injury. I agree to abide by the rules of the event as established by the promoting organization and to obey the directions of the officials. I hereby grant full permission to the BMW Club of Northern California and/or agents authorized by the promoters including the BMW Club of Northern California to use photographs, videotapes, motion pictures, or any other record of this event, including my name, likeness and/or voice, for any legitimate purpose.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

Rider’s signature _____ **Passenger’s signature** _____

Please make check payable to: 2011 ‘49er Rally.

Mail form and check to: 2011 ‘49er Rally
2540 Maywood Drive
San Bruno, CA 94066

Pre-registration deadline: May 14, 2011. NO Refunds after May 14, 2011. If you desire confirmation please enclose SASE. Early Bird camping available: $10 per tent - $25 for RV per night.

For more information: **www.bmwnorcal.org/49er or call 415-587-5158.** ***See our Email Privacy Policy**

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Choose CalBMW and BMW of TriValley for all your BMW servicing needs.
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NORCAL NEWS • FEBRUARY 2011

Ride to Camp; Camp to Ride

FIRST CLASS MAIL

BMW Club of
Northern California, Inc.
P. O. Box 2472
Santa Clara, CA 95055
www.bmwnorcal.org

A color version of the newsletter is available online at: www.bmwnorcal.org.

COMING EVENTS

Information in this issue.

February 26	**Norcal Meeting and Campout** -- Morro Bay SP
March 25-27	**Norcal Meeting and Campout** -- Furnace Creek -- Death Valley
April 23	**Norcal Meeting and Campout** -- Dry Creek -- Whiskeytown NRA
May 26-30	**49er Rally** -- Mariposa Fairgrounds
June 25	**Norcal Election Meeting and Campout** -- Pine Glen -- Mammoth Lakes

blue/bold items are Norcal events. All events in California unless otherwise stated.

Prospective members may receive a complimentary newsletter by contacting the Secretary.